

### Claims

1. Manual transmission for a motor vehicle with a front transverse drive, having a wheel set which consists of a transmission input shaft and at least two transmission output shafts, both of which are engaged via a gearwheel with the spur wheel of an axle differential, whereby a rotationally fixed connection of the loose wheels and/or gearshift wheels provided on the two transmission output shafts (4, 6) with the (synchronizing) coupling units assigned to them being accomplished by gearshift forks arranged displaceably on the gearshift axles (46, 48), selectable and operable via at least one gearshift lever shaft, characterized in that a common bearing unit (50) is provided for bearing and/or accommodation of the gearshift axles (46, 48) and the gearshift lever shaft (58), the bearing unit being arranged between the wheel set (the transmission input shaft (2), the transmission output shaft (4, 6)) and the central opening (66) in the axle differential (14).

2. Manual transmission as claimed in Claim 1, characterized in that the bearing unit (50) is designed as a bearing bridge which has two bearing eyes (55, 56) for the two gearshift axles (45, 46) and a third bearing eye (60) for accommodating the gearshift lever shaft (58), said bearing eye being aligned perpendicular to the two first bearing eyes.

3. Manual transmission as claimed in Claim 2, characterized in that the bearing bridge (50) at least partially covers the differential spur wheel (12) of the axle differential (14).

4. Manual transmission as claimed in Claim 2 or 3, characterized in that the bearing bridge (50) is designed as a profile element which is provided with two fastening straps (51, 52) designed with an offset on its two ends.